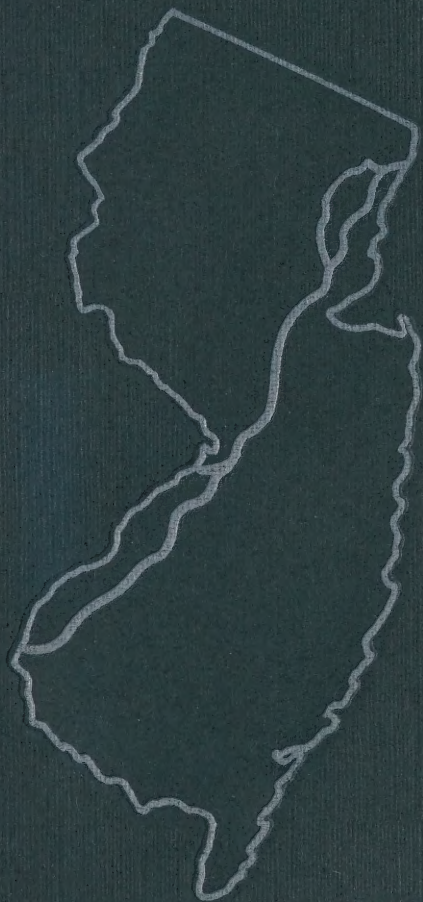


# Welcome to the New Jersey Turnpike



*A Brief Tour...*







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*Illustrations by  
Gordon R. Hector*

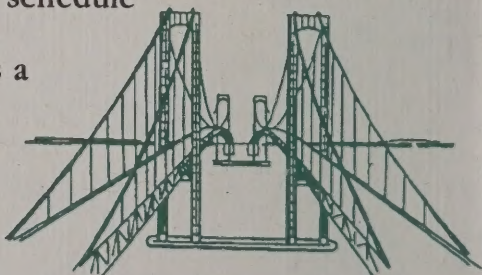
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# A Needed

At the end of World War II, there was a 20-year backlog of needed highway improvements in the State of New Jersey. The depression of the 1930s had severely curtailed highway construction in a state strategically located between two major seaports - Philadelphia and New York. Virtually all vehicular traffic had to pass through New Jersey to reach either of these key cities.

In October of 1948, the State Legislature enacted the New Jersey Turnpike Authority Act which created the New Jersey Turnpike Authority to "construct, maintain, repair, and operate Turnpike projects...". General W.W. Wanamaker, a retired Army Corps of Engineers officer who had recently returned from World War II, was appointed as the Authority's first Executive Director.

In April 1949, the Authority sent invitations to consulting engineers to prepare engineering and traffic studies of the initial 117.5-mile project. The 117.5-mile mainline was divided into seven sections with eight engineering firms selected and notified to begin work on September 21 and 22, 1949. The decision to schedule construction as seven, simultaneous projects was a decision most probably inspired by the Allied Troops' multi-front, task force approach in Europe during World War II.



Delaware Memorial Bridge

# Northeast Link

The first 53-mile section of the Turnpike from Deepwater to Bordentown opened to traffic on November 5, 1951. On November 30, 1951, an additional 40 miles from Bordentown to Woodbridge opened; 16 more miles from Woodbridge to Newark on December 12, and the final nine miles from Newark to Ridgely Park opened to traffic on January 15, 1952.

In just over two years, the construction of this vital link for the busy Northeast corridor progressed from conceptual plan to a functioning solution to the major traffic problem. The State's first toll road of modern times had been built at an estimated cost of \$277,802,000 — truly an “Engineering Marvel”.

In 1956, an eight-mile section of highway, the Newark Bay-Hudson County Extension, was opened to link the Turnpike to Jersey City, Bayonne, and the Holland Tunnel to New York City. Also opened in 1956, the Pennsylvania Turnpike Extension was a six-mile segment which linked the New Jersey and Pennsylvania Turnpikes. The Eastern and Western spurs, which cover approximately 12 miles, and the recently acquired 4.5-mile section of I-95 from Ridgely Park to the George Washington Bridge create a highway that today totals approximately 148 miles in length.



George Washington Bridge



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# The Turnpike is People

Over 2,000 people are employed by the New Jersey Turnpike Authority at a variety of occupations grouped generally under the classifications of Toll Collection, Maintenance, Engineering, Operations and Administration. In addition, there is a contingent of approximately 230 State Police personnel assigned to Troop D which patrols the roadway.

The Turnpike's everyday ambassadors, the men and women at the toll plazas who deal with the motoring public, represent about half of the total work force. Approximately 200 part-time toll collectors augment the full time work force. The Maintenance Department, which keeps the roadway in as smooth and safe a condition as possible, numbers about 613.

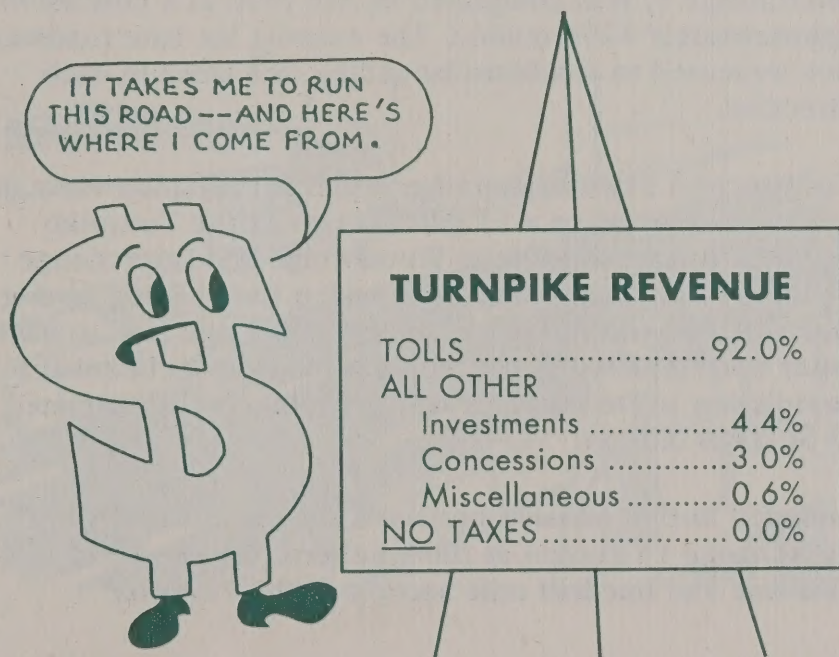


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# Financial Structure

Construction of the Turnpike was and continues to be financed through the issuance of bonds. These bonds are payable solely from Authority revenues.

Administrative expenses and routine maintenance of the highway are primarily funded through toll revenue. Other sources of revenue include concessions and investments.



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# Your Tolls at Work

As volume steadily increases on the Turnpike, the need to expand travel lanes and increase capacity becomes necessary. Widening of the roadway is a massive undertaking which often spans several years.

Major components of the Turnpike's Business Plan for the 90s include widening of several segments of the roadway. The first, a nine-mile section between Interchange 8A and Interchange 9, was completed in late 1990 at a cost of approximately \$294 million. The existing six lane roadway was increased to ten lanes by adding two lanes in each direction.

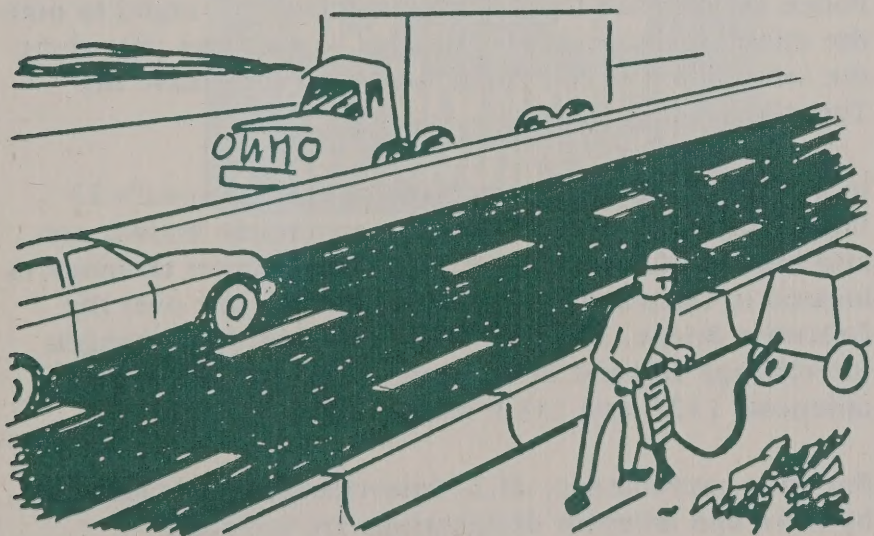
Construction began on another widening program early in 1991 which involves a 13 mile section of the Turnpike between Interchange 11 in Woodbridge and Interchange 14 in Newark. This project will widen the existing twelve lane roadway to fourteen lanes by adding one lane to each outer northbound and southbound roadway. Scheduled for completion in December 1995, the total cost is estimated to be \$368 million.

Included in this massive project is the area just north of Interchange 14 known as the Southern "Mixing Bowl". This one and one-half mile section of the Turnpike



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between Interchange 14 and Interchange 15E in Newark consists of several converging and diverging roadways and has experienced the largest number of accidents per mile of any section of the New Jersey Turnpike. Improvements in this area will allow entering and exiting ramp traffic to bypass this high accident area and relieve its congestion. Construction began late in 1992 and is scheduled for completion late in 1995 at an estimated cost of \$175 million.



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# Green Markers Give Mileage

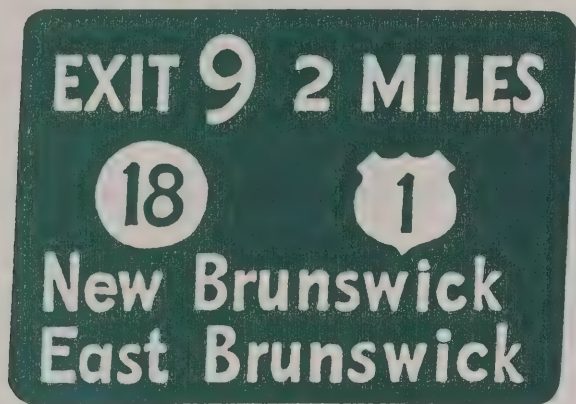
The Turnpike measures its mileage from near the Delaware Memorial Bridge northward with green milepost markers visible every one-tenth of a mile along the roadway on the right shoulders. By observing these signs, motorists are able to precisely follow their progress in either a northerly or southerly direction.

Should an accident occur or a vehicle become disabled, the exact location can be pinpointed by citing the milepost markers when calling for assistance to the State Police or Turnpike Operations. Motorists are urged to note the milepost locations of problems so they can pass along the information to toll collectors when they leave the Turnpike.

In addition to the milepost markers, the Turnpike's 27 Interchanges, or exits as they are commonly known, are also numbered. Interchange 1, at the southern terminus, is located in Deepwater, NJ at milepost 1.2, just over the Delaware Bridge. The final, most northern Interchanges, Interchange 18E and Interchange 18W, are located at mileposts 112.3 and 113.8 respectively.

For your convenience, all 27 Interchanges, their location by town and milepost designations are included.





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Interchange	Location	Milepost
1	Delaware Memorial Bridge	1.2
2	US322, Swedesboro, Chester	12.9
3	NJ168, Woodbury, S. Camden	26.1
4	NJ73, Camden, Philadelphia	34.5
5	Burlington, Mount Holly	44.0
6	Pennsylvania Turnpike	51.0
6A	Penna. Tpke., Florence	51.0
7	US206, Bordentown, Trenton	53.3
7A	I-195, Trenton, Hamilton	60.0
8	NJ33, Hightstown, Freehold	67.6
8A	Jamesburg, Cranbury	73.7
9	NJ18, New Brunswick	83.3
10	I-287, Metuchen, Perth Amboy	88.1
11	Garden State Parkway	90.6



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Interchange	Location	Milepost
12	Carteret, Rahway	95.9
13	I-278, Elizabeth, Staten Is.	99.9
13A	Newark Airport, Eliz. Seaport	101.6
14	Newark Airport, I-78, US1&9	104.7
14A	Hudson Cty. Ext, Bayonne	N 3.5
14B	Jersey City, Liberty St. Pk.	N 5.5
14C	Holland Tunnel	N 5.9
15E	US1&9, Newark, Jersey City	E106.9
15W	I-280, Newark, Harrison	W108.8
16E	NJ3, Lincoln Tunnel, Secaucus	E112.3
16W	NJ3, Sportsplex, E. Rutherford	W112.7
17	NJ3, Lincoln Tunnel, Secaucus	E112.7
18E	GWB, US46, I-80, Ridgfield Pk.	E112.3
18W	GWB, US46, I-80, Ridgfield Pk.	W113.8

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# Service Areas Offer Relaxation

There are 13 Service Areas strategically located along the Turnpike to provide food, soft drinks, rest rooms, fuel, auto services, gift shops and even convenience stores for the comfort and safety of motorists. In 1992 the Service Areas dispensed approximately 50,000,000 gallons of gasoline.

Named for famous New Jerseyans, the service areas are easy-off, easy-on stations that enable drivers and passengers to travel the highway with minimum stopover delays.

The northernmost Service Area, the Vince Lombardi Service Area, located in the Borough of Ridgefield at milepost 116.0E or 115.7W (E designated Easterly Roadway and W designates Westerly Roadway), is the only service area accessible to all traffic, both northbound and southbound.

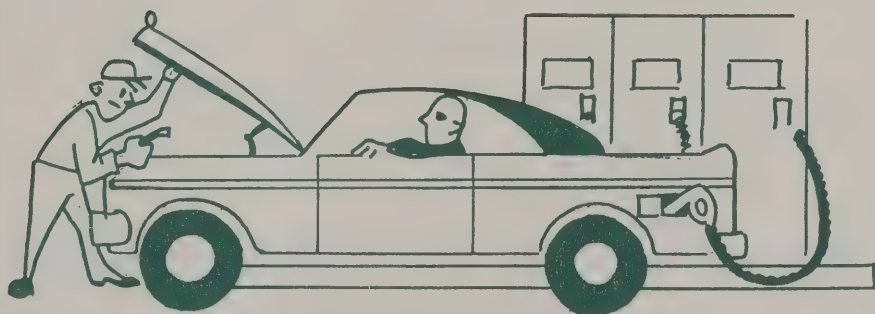
Sun Refining and Marketing Company and the Marriott Corporation have franchises at the Service Areas for the sale of Sunoco products and the operation of Roy Rogers and Big Boy food services.



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All Service Areas have gift shops and convenience stores. The Molly Pitcher Service Area, located at southbound milepost 71.7, also sells New Jersey Lottery Tickets.

All Service Areas on the Turnpike are accessible from the right lane, a feature that promotes safety and avoids confusion for the motorist.



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# Service Areas Northbound

## **John Fenwick**

Milepost 5.4, Oldmans Township.  
Bob's Big Boy, Fuel, and Auto Services.

## **James Fenimore Cooper**

Milepost 39.4, Mt. Laurel Township.  
Bob's Big Boy, Roy Rogers, Snack Bar, Fuel,  
Auto Services.

## **Woodrow Wilson**

Milepost 58.7, Hamilton Township.  
Roy Rogers, Snack Bar, Fuel, Auto Services.

## **Joyce Kilmer**

Milepost 78.7, East Brunswick.  
Bob's Big Boy, Roy Rogers, Snack Bar, Fuel,  
Auto Services.

## **Grover Cleveland**

Milepost 92.8, Woodbridge.  
Roy Rogers, Snack Bar, Fuel, Auto Services.

## **William F. Halsey**

Milepost 101.7, Elizabeth.  
Roy's Express, Fuel, Auto Services.

# Northbound and Southbound Accessible

## **Vince Lombardi**

Milepost 116/115.5WE, Ridgefield Borough.  
Bob's Big Boy, Roy Rogers, Snack Bar, Fuel,  
Auto Services.



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# Service Areas Southbound

## **Alexander Hamilton**

Milepost 111.6E, Secaucus.

Roy Rogers, Snack Bar, Fuel, Auto Services.

## **Thomas Edison**

Milepost 92.9, Woodbridge.

Bob's Big Boy, Roy Rogers, Snack Bar, Fuel,  
Auto Services.

## **Molly Pitcher**

Milepost 71.7, Cranbury.

Bob's Big Boy, Roy Rogers, Snack Bar, Fuel,  
Auto Services.

## **Richard Stockton**

Milepost 58.7, Hamilton Township.

Bob's Big Boy, Roy's Express, Snack Bar, Fuel,  
Auto Services.

## **Walt Whitman**

Milepost 30.2, Cherry Hill.

Roy Rogers, Snack Bar, Fuel, Auto Services.

## **Clara Barton**

Milepost 5.4, Oldmans Township.

Bob's Big Boy, Fuel, Auto Services.

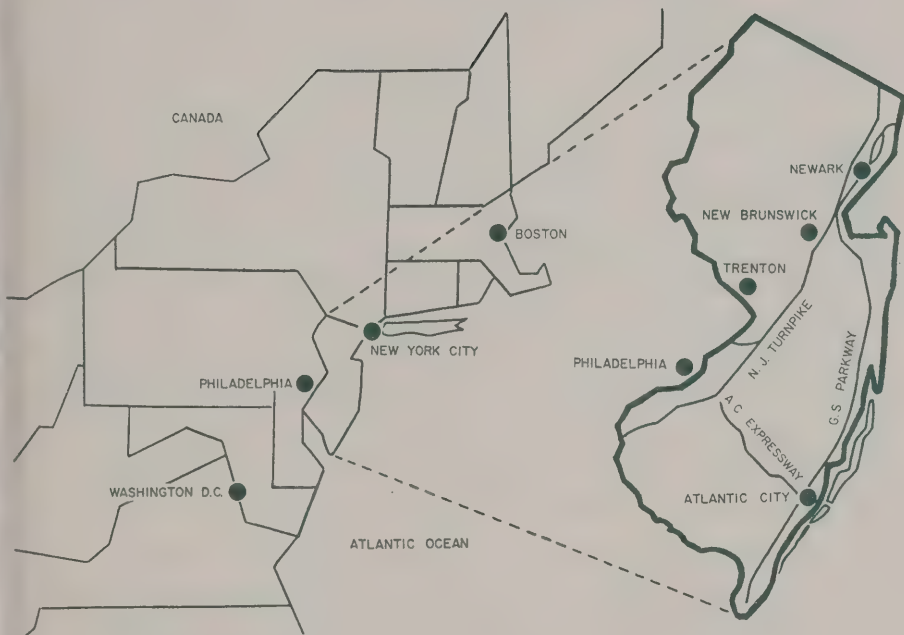
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# Safe and Efficient Travel

The New Jersey Turnpike, over the years, has made a substantial investment in constructing a dual-dual roadway between Interchange 8A and Interchange 14. This 33-mile section of roadway is comprised of four adjacent roadways – two in the northbound direction and two in the southbound direction. The “inner roadway”, or car lanes as it is commonly known, is reserved for the use of cars. The “outer roadway”, or truck lanes, is designated for use by trucks, buses, and cars. Both the northbound and southbound direction have an inner and an outer roadway – thus explaining the concept of a dual-dual roadway.

Under normal conditions, traffic separates and travels as indicated above. However, should problems occur on either the inner or the outer roadway, traffic can be diverted to one or the other through the use of changeable message signs which are activated remotely as part of the Automatic Traffic Surveillance and Control System.

Each Interchange and Service Area has complete access to and egress from both the inner and the outer roadways. The unique design of the dual-dual roadway system has resulted in one of the safest, most efficient highways in the nation.





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# Automatic Traffic Surveillance and Control System

The New Jersey Turnpike Authority's Automatic Traffic Surveillance and Control System (ATSCS) covers the northern 46 miles of the Turnpike from Interchange 8A to Route 46.

The ATSCS provides traffic information to the Traffic Operations Center based on data received in the field from nearly 1000 loop detectors embedded in the pavement. Information received from these detectors is used to control traffic by providing vehicles with the least congested routing when entering the Turnpike system either at a dual-dual roadway or the Easterly or Westerly alignments. This is done by activating changeable message signs which direct motorists to use either the inner or outer roadways or the Easterly or Westerly alignments, depending on the location of the congestion.

The ATSCS also controls speed limit signs and hazard warning signs installed at key locations throughout the 46-mile section, depending on the data received from the loop detectors. When an incident causing congestion is detected, the appropriate reduced speed limit is displayed along with the reason for the speed reduction. Conditions

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such as adverse weather, construction, accident, or congestion are all common causes of traffic problems.

As each incident is detected, the ATSCS, through the activation of changeable message signs, can direct motorists away from the congested roadway. Upon detection, the appropriate State Police sub-station is notified, a State Police patrol is dispatched to the scene while the ATSCS continues to monitor the traffic flow. When conditions return to normal, the Traffic Operations Control Center is notified through the ATSCS sensors, normal speed limits are restored and the changeable message signs are returned to a normal mode.

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## Tune to 1610 AM

As part of its continuing commitment to improving service to its patrons, the Turnpike Authority introduced a Highway Advisory Radio System in July of 1992. Located at 1610 AM on the radio dial, the Highway Advisory Radio provides motorists with the latest, up-to-the-minute reports on road and traffic conditions.

Fixed transmitter sites are strategically located on the main roadway. Three sites, one near Interchange 4 in Mt. Laurel, another near Interchange 8A in Cranbury, and one near Interchange 13A in Elizabeth provide coverage to the most heavily traveled portions of the highway. A portable transmitter also is available for emergency use, wherever needed.

The Highway Advisory Radio, or HAR as it is known, remains on the air 24 hours a day, seven days a week, 365 days a year providing current traffic conditions, travel restrictions, notices of events throughout the State, directions to popular tourist attractions and general safety



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information. Special flashing lights alert motorists when an urgent message is being broadcast.

Whenever possible, traffic conditions on surrounding roadways and facilities in the area that might impact the journey of a patron traveling on the Turnpike are broadcast as an additional service to our motorists.



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# New Jersey Turnpike

## Interesting Facts About...

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# The Roadway...

Travel Miles .....	148 miles
Lane Miles .....	1,153 miles
Guardrail .....	1,500,000 linear feet
Lamp Standards .....	8,500 approx.
Bridge Structures .....	475
Toll Lanes .....	309
Automated .....	52
Toll Plazas .....	26
Signs .....	25,000 approx.
Speed Limit .....	134
Speed Warning .....	136
Changeable Message .....	73
Mile Markers,	
Ramp & Construction Signs .....	24,000
Other .....	617
Lights .....	16,000



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# Support of the Roadway...

Maintenance Fleet .....	765 Vehicles
Trucks .....	450
Snow Plows .....	195
Other .....	120
Maintenance Districts .....	8
Traffic Paint Used .....	24,000 gallons (1992)
Bags of Litter .....	7,100 per year
State Police Force .....	230
State Police Cars .....	162
Service Areas .....	13
Traffic Sensors .....	989
Microwave Towers .....	12
Tallest .....	175 feet
Motor Pool Cars .....	139

The Turnpike Authority Maintenance Department makes most of the signs that are erected anywhere on the roadway...

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# Disabled Motorist Statistics...

**Average Daily Assists to Motorists:**

230 per day

**Total Yearly Assists to Motorists:**

86,000 on an Average

**Common Problems (Annually):**

Flat Tires .....	5,800
Out of Gas .....	4,300
Mechanical Problem .....	49,000
Battery Failure .....	2,200

New Jersey State Police patrols monitor traffic flow on a 24-hour-a-day basis. The **average** time for State Police assistance to a disabled motorist is 20 minutes.

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# Miscellaneous Information...

## Busiest Toll Interchanges:

### 1992 Vehicle Volume:

#16E/18E Lincoln Tunnel and George Washington Bridge ..	36,141,113
#11 Garden State Parkway ...	34,621,153
#14 Newark Airport .....	31,546,553
#18W George Washington Bridge .....	25,621,407

## Traffic Volumes & Revenue:

### Then and Now...

#### THEN

1951 Yearly Traffic .....	787,195
1951 Vehicle Miles Traveled .....	38,246,174
1951 Revenue .....	\$620,274

#### AND NOW

1992 Yearly Traffic .....	184,385,900
1992 Average Daily Traffic .....	503,787
1992 Vehicle Miles .....	4,295,437,231
1992 Revenue .....	\$343,523,237



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# More Miscellaneous Information...

## Did You Know That...

- Nearly 50% of the Meadowlands Major Event traffic uses the New Jersey Turnpike.
- 92¢ of every dollar received in revenue by the Turnpike comes from tolls.
- 40% of the vehicles which utilize the Turnpike are from out of state.
- The users of the Turnpike pay for the roadway. No State tax dollars are used to support the Turnpike.
- Each segment of the broken white lines on the roadway is 25 feet long and 6 inches wide with a 25 foot distance between each stripe. These specifications exceed Federal Standards for safety and visibility.
- Turnpike Engineers developed the famed "NJ Barrier", a reinforced, concrete barrier currently used by virtually every major roadway and recognized nationally as **the** standard for safety.

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# Safety Tips While Traveling The New Jersey Turnpike

- Always buckle your seatbelt. It's the law!
- Observe all posted signs.
- Obey the speed limit.
- Don't drink and drive.
- Maintain your car in good operating condition.
- If your car should become disabled, drive to the shoulder, remain with your vehicle, and await our State Police patrols.
- DO NOT walk along the highway or near active lanes of traffic!
- Slow down for construction zones. Speed limits are strictly enforced in and near areas of construction. Recent legislation provides for double the normal fines for speeding through construction zones where workers are present.
- If you are stopped by an officer in an unmarked car and are concerned that the officer may be an imposter, ask for a marked police car to be called to the site. DO NOT roll down your window or get out of the car!
- Blue lights are used by emergency personnel to alert other drivers that they are on their way to an emergency. Emergency personnel DO NOT have the authority to stop a vehicle.
- Drive to a safe, well-lit place such as a Service Area and call police if you think someone is following you.

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# New Jersey Turnpike Authority

David J. Goldberg, *Chairman*

Frank E. Rodgers, *Vice Chairman*

Leonard Cohen, *Treasurer*

Clay Constantinou, *Commissioner*

Raymond M. Pocino, *Commissioner*

Thomas M. Downs, *Commissioner ex officio*

New Jersey Department of Transportation

Donald L. Watson, *Executive Director*

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# NOTES



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# NOTES

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